

## ORIGINATION FORM

**THE INFORMATION BELOW IS TO BE PROVIDED BY THE ORIGINATOR** (The person who receives or originates the issue and needs to forward the issue for action.)

**Specification:** 337  
**Subject:** Asphalt Concrete Friction Courses  
**Origination date:** May 21, 2010  
**Originator:** Greg Sholar  
**Office/Phone:** State Materials Office / 352.955.2920

**Problem statement:** 1. Option 2 material acceptance is not being selected by Contractors. Option 2 should be removed from the specifications since it is not being utilized.  
2. The table of values related to the determination of pay via the small quantity payment system is accomplished in a Department automated Asphalt Plant - Pay Factor Excel workbook required to be used by Contractors. Hand calculations are not allowed.

**Proposed solution:** 1. Remove Option 2 material acceptance and related references in this section. Revise article and subarticle numbering, as necessary.  
2. The information in the specification related to the small quantity payment system can be moved to a tab in the Asphalt Plant - Pay Factor Excel workbook, yet still provide documentation of the theoretical background necessary to explain the Department's determination of payment. The required specification information related to material acceptance and payment will remain in the specification.

**Information source:** SMO Bituminous staff.

**Recommended Usage Note:** All asphalt projects.

**Estimated fiscal impact, if implemented:** None.

**Implementation of these changes, if and when approved, will begin with the January 2011 letting.**

### For State Specifications Office Use Only

Begin date:  
File Number:  
Scheduled completion date:  
Implementation date:



## *Florida Department of Transportation*

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### MEMORANDUM

**DATE:** July 2, 2010

**TO:** Specification Review Distribution List

**FROM:** Rudy Powell, Jr., P.E., State Specifications Engineer

**SUBJECT:** Proposed Specification: **3370000 Asphalt Concrete Friction Courses.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

These changes were proposed by Greg Sholar of the State Materials Office for general cleanup and formatting and to delete the following:

- Option 2 Mixture Acceptance, as it is not being used by Contractors.
- The Small Quantity Pay Table for FC-5 Mixtures. The information in the specification related to the small quantity payment system is now located in the Asphalt Plant – Pay Factor workbook (Form No. 675-030-22).

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at ST986RP or rudy.powell@dot.state.fl.us. Comments received after **July 30, 2010** may not be considered. Your input is encouraged.

RP/dt  
Attachment

## ASPHALT CONCRETE FRICTION COURSES.

(REV ~~65-1025-10~~)

SECTION 337 (of the Supplemental Specifications) is deleted and the following substituted:

### **337-1 Description.**

Construct an asphalt concrete friction course pavement with the type of mixture specified in the Contract, or when offered as alternates, as selected. This Section specifies mixes designated as FC-5, FC-9.5, and FC-12.5.

Meet the plant and equipment requirements of Section 320, as modified herein. Meet the general construction requirements of Section 330, as modified herein.

~~On projects with only Traffic Level A and/or B asphalt mixtures, select Option 1 or Option 2 Mixture Acceptance as specified in 337-6. The selection shall be indicated in the Contractor Quality Control Plan in accordance with Section 105 and shall apply to all mixes, including base, structural and friction course mixes, on the entire project. Traffic Level C, D and E mixtures will be accepted under Option 1 Mixture Acceptance only. On Contracts having both Traffic Level A or B and Traffic Level C, D or E asphalt mixtures, material will be accepted only under Option 1 Material Acceptance.~~

~~When Option 2 Mixture Acceptance is selected, the requirements of 330-2 will not apply, with the exception of the roadway requirements as defined in 330-2.2.~~

### **337-2 Materials.**

**337-2.1 General Requirements:** Meet the requirements specified in Division III as modified herein. The Engineer will base continuing approval of material sources on field performance. Warm mix technologies (additives, foaming techniques, etc.) listed on the Department's website may be used in the production of the mix. The URL for obtaining this information, if available, is:

[www.dot.state.fl.us/Specificationsoffice/implemented/URLinSpecs/files/WarmMixAsphalt.pdf](http://www.dot.state.fl.us/Specificationsoffice/implemented/URLinSpecs/files/WarmMixAsphalt.pdf) .

**337-2.2 Asphalt Binder:** Meet the requirements of Section 336, and any additional requirements or modifications specified herein for the various mixtures. When called for in the Contract Documents, use a PG 76-22 asphalt binder meeting the requirements of 916-1. For projects with a total quantity of FC-5, FC-9.5, or FC-12.5 less than 500 tons, the Contractor may elect to substitute a PG 76-22 for the ARB-12 or ARB-5, meeting the requirements of 916-1.

**337-2.3 Coarse Aggregate:** Meet the requirements of Section 901, and any additional requirements or modifications specified herein for the various mixtures.

**337-2.4 Fine Aggregate:** Meet the requirements of Section 902, and any additional requirements or modifications specified herein for the various mixtures.

**337-2.5 Hydrated Lime:** Meet the requirements of AASHTO M -303, Type 1.

Provide certified test results for each shipment of hydrated lime indicating compliance with the specifications.

**337-2.6 Liquid Anti-strip Additive:** Meet the requirements of 916-5 and be listed on the Department's Qualified Products List (QPL).

**337-2.7 Fiber Stabilizing Additive (Required for FC-5 only):** Use either a mineral or cellulose fiber stabilizing additive. Meet the following requirements:

**337-2.7.1 Mineral Fibers:** Use mineral fibers (made from virgin basalt, diabase,

or slag) treated with a cationic sizing agent to enhance the disbursement of the fiber, as well as to increase adhesion of the fiber surface to the bitumen. Meet the following requirements for physical properties:

1. Size Analysis

Average fiber length: 0.25 -inch (maximum)

Average fiber thickness: 0.0002 -inch (maximum)

2. Shot Content (ASTM C612)

Percent passing No. 60 Sieve: 90 - 100

Percent passing No. 230 Sieve: 65 - 100

Provide certified test results for each batch of fiber material indicating compliance with the above tests.

**337-2.7.2 Cellulose Fibers:** Use cellulose fibers meeting the following requirements:

1. Fiber length: 0.25 -inch (maximum)

2. Sieve Analysis

a. Alpine Sieve Method

Percent passing No. 100 sieve: 60-80

b. Ro-Tap Sieve Method

Percent passing No. 20 sieve: 80-95

Percent passing No. 40 sieve: 45-85

Percent passing No. 100 sieve: 5-40

3. Ash Content: 18% non-volatiles (*plus or minus*±5%)

4. pH: 7.5 (*plus or minus*±1.0)

5. Oil Absorption: 5.0% (*plus or minus*±1.0) (times fiber weight)

6. Moisture Content: 5.0% by weight (maximum)

Provide certified test results for each batch of fiber material indicating compliance with the above tests.

### 337-3 General Composition of Mixes.

**337-3.1 General:** Use a bituminous mixture composed of aggregate (coarse, fine, or a mixture thereof), asphalt binder, and in some cases, fibers and/or hydrated lime. Size, uniformly grade and combine the aggregate fractions in such proportions that the resulting mix meets the requirements of this Section.

#### 337-3.2 Specific Component Requirements by Mix:

##### 337-3.2.1 FC-5:

**337-3.2.1.1 Aggregates:** Use an aggregate blend which consists of either 100% crushed granite, 100% crushed Oolitic limestone or 100% other crushed materials (as approved by the Engineer for friction courses per Rule 14-103.005, Florida Administrative Code).

Crushed limestone from the Oolitic formation may be used if it contains a minimum of 12% silica material as determined by FM 5-510 and the Engineer grants approval of the source prior to its use.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: [www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf](http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf).

**337-3.2.1.2 Asphalt Binder:** Use an ARB-12 asphalt rubber binder. If

called for in the Contract Documents, use a PG -76-22 asphalt binder.

**337-3.2.1.3 Hydrated Lime:** Add the lime at a dosage rate of 1.0% by weight of the total dry aggregate to mixes containing granite.

**337-3.2.1.4 Liquid Anti-strip Additive:** Use a liquid anti-strip additive at a rate of 0.5% by weight of the asphalt binder for mixtures containing limestone aggregate. Other rates of anti-strip additive may be used upon approval of the Engineer.

**337-3.2.1.5 Fiber Stabilizing Additive:** Add either mineral fibers at a dosage rate of 0.4% by weight of the total mix, or cellulose fibers at a dosage rate of 0.3% by weight of total mix.

**337-3.2.2 FC-9.5 and FC-12.5:**

**337-3.2.2.1: Aggregates:** Use an aggregate blend that consists of crushed granite, crushed Oolitic limestone, other crushed materials (as approved by the Engineer for friction courses per Rule 14-103.005, Florida Administrative Code), or a combination of the above. Crushed limestone from the Oolitic formation may be used if it contains a minimum of 12% silica material as determined by FM 5-510 and the Engineer grants approval of the source prior to its use. As an exception, mixes that contain a minimum of 60% crushed granite may either contain: 1) up to 40% fine aggregate from other sources or 2) a combination of up to 20% RAP and the remaining fine aggregate from other sources.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: [www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf](http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf).

**337-3.2.2.2: Asphalt Binder:** Use an ARB-5 asphalt rubber binder. If called for in the Contract Documents, use a PG 76-22 asphalt binder.

**337-3.3 Grading Requirements:**

**337-3.3.1 FC-5:** Use a mixture having a gradation at design within the ranges shown in Table 337-1.

Table -337-1 FC-5 Gradation Design Range									
3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
100	85-100	55-75	15-25	5-10	--	--	--	--	2-4

**337-3.3.2 FC-9.5:** Meet the design gradation requirements for a SP-9.5 Superpave fine mix as defined in 334-3.2.2.

**337-3.3.3 FC-12.5:** Meet the design gradation requirements for a SP-12.5 Superpave fine mix as defined in 334-3.2.2.

**337-4 Mix Design.**

**337-4.1 FC-5:** The Department will design the FC-5 mixtures. Furnish the materials and all appropriate information (source, gradation, etc.) as specified in 334-3.2.7. The Department will have two weeks to design the mix.

The Department will establish the design binder content for FC-5 within the following ranges based on aggregate type:

Aggregate Type	Binder Content
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Aggregate Type	Binder Content
Crushed Granite	5.5 - 7.0
Crushed Limestone (Oolitic)	6.5 - 8.0

**337-4.2 FC-9.5 and FC-12.5:** Provide a mix design conforming to the requirements of 334-3.2 unless otherwise designated in the plans. Develop the mix design using an ARB-5 or PG 76-22 asphalt binder if called for in the Contract Documents.

**337-4.3 Revision of Mix Design:** For FC-5, FC-9.5 and FC-12.5, meet the requirements of 334-3.3. For FC-5, all revisions must fall within the gradation limits defined in Table 337-1.

**337-5 Contractor’s Process Control.**

~~For Option 1 Mixture Acceptance, p~~ Provide the necessary process control of the friction course mix and construction in accordance with the applicable provisions of 330-2 and 334-4.

The Engineer will monitor the spread rate periodically to ensure uniform thickness. Provide quality control procedures for daily monitoring and control of spread rate variability. If the spread rate varies by more than 5% of the spread rate set by the Engineer in accordance with 337-8, immediately make all corrections necessary to bring the spread rate into the acceptable range.

**337-6 Acceptance of the Mixture.**

~~337-6.1 FC-9.5 and FC-12.5: For Option 1 Mixture Acceptance, m~~ Meet the requirements of 334-5.1.

~~For Option 2 Mixture Acceptance, meet the requirements of 334-5.2.~~

**337-6.2 FC-5:**

~~337-6.2.1 Option 1 Mixture Acceptance: For Option 1 Mixture Acceptance, m~~ Meet the requirements of 334-5.1 with the following exceptions:

1. The mixture will be accepted with respect to gradation (P<sub>-3/8</sub>, P<sub>-4</sub>, and P<sub>-8</sub>), and asphalt binder content (P<sub>b</sub>) only.
2. Testing in accordance with AASHTO T -312-08 and FM 1-T 209 (and conditioning prior to testing) will not be required as part of 334-5.1.1.
3. The standard LOT size of FC-5 will be 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each.
4. The Between-Laboratory Precision Values described in Table 334-6 are modified to include (P<sub>-3/8</sub>, P<sub>-4</sub>, and P<sub>-8</sub>) with a maximum difference per FM 1-T 030 (Figure 2).
5. Table 334-5 (Master Production Range) is replaced by Table 337-2.
6. The mixture will be accepted on the roadway with respect to surface tolerance in accordance with 334-5.1.8. No density testing will be required for these mixtures.

Characteristic	Tolerance (1)
Asphalt Binder Content (%)	Target ± 0.60
Passing 3/8 inch Sieve (%)	Target ± 7.50
Passing No. 4 Sieve (%)	Target ± 6.00
Passing No. 8 Sieve (%)	Target ± 3.50

(1) Tolerances for sample size of n = 1 from the verified mix design

~~————~~**337-6.2.1.1 Individual Test Tolerances for FC-5 Production:** Terminate the LOT if any of the following Quality Control failures occur:

~~————~~1) An individual test result of a subplot for asphalt binder content does not meet the requirements of Table 337-2,

~~————~~2) Two consecutive test results for gradation on any of the following sieve sizes (P<sub>3/8</sub>, P<sub>4</sub>, and P<sub>8</sub>) do not meet the requirements of Table 337-2,

~~————~~When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the Quality Control Manager(s) and/or Asphalt Plant Level -II technician(s) responsible for the decision to resume production after a quality control failure, as identified in 105-8.6.4. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

~~————~~In the event that a Quality Control failure is not addressed as defined above, the Engineer’s approval will be required prior to resuming production after any future Quality Control failures.

~~————~~Address any material represented by a failing test result in accordance with 334-5.1-9.5. Any LOT terminated under this Subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 337-12.3) for each quality characteristic.

~~————~~**337-6.2.2 Option 2 Material Acceptance:** For Option 2 Mixture Acceptance, meet the requirements of 334-5.2 with the following exceptions:

~~————~~1. The mixture will be accepted with respect to gradation (P<sub>3/8</sub>, P<sub>4</sub>, and P<sub>8</sub>), and asphalt binder content (P<sub>b</sub>) only.

~~————~~2. Testing in accordance with FM 1-T 209 will not be required as part of 334-5.2.2.

~~————~~3. The Between Laboratory Precision Values described in Table 334-6 are modified to include (P<sub>3/8</sub>, P<sub>4</sub>, and P<sub>8</sub>) with a maximum difference per FM 1-T 030 (Figure 2).

~~————~~4. Table 334-7 (Acceptance Criteria for Traffic Level A and B Mixtures) is replaced by Table 337-3.

~~————~~5. The mixture will be accepted on the roadway with respect to surface tolerance in accordance with the applicable requirements of 334-5.2.7. No density testing will be required for these mixtures.

Table 337-3 Acceptance Criteria for Traffic Level A and B Mixtures		
Characteristic	Tolerance (1)	
	Column A	Column B
Asphalt Binder Content (%)	Target ± 0.60	Target ± 0.75
Passing 3/8 inch Sieve (%)	Target ± 7.50	Target ± 10.00
Passing No. 4 Sieve (%)	Target ± 6.00	Target ± 9.00
Passing No. 8 Sieve (%)	Target ± 3.50	Target ± 6.00

Table 337-3 Acceptance Criteria for Traffic Level A and B Mixtures	
Characteristic	Tolerance (1)
(1) Tolerances for sample size of n = 1 from the verified mix design.	

### 337-7 Special Construction Requirements.

**337-7.1 Hot Storage of FC-5 Mixtures:** When using surge or storage bins in the normal production of FC-5, do not leave the mixture in the surge or storage bin for more than one hour.

**337-7.2 Longitudinal Grade Controls for Open-Graded Friction Courses:** On FC-5, use either longitudinal grade control (skid, ski or traveling stringline) or a joint matcher.

#### 337-7.3 Temperature Requirements for FC-5:

**337-7.3.1 Air Temperature at Laydown:** Spread the mixture only when the air temperature (the temperature in the shade away from artificial heat) is at or above 65°F. As an exception, place the mixture at temperatures no lower than 60°F, only when approved by the Engineer based on the Contractor's demonstrated ability to achieve a satisfactory surface texture and appearance of the finished surface. The minimum ambient temperature may be further reduced to 55°F when using warm mix technology, if agreed to by both the Engineer and the Contractor.

**337-7.3.2 Temperature of the Mix:** Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 330-6.3. Meet all requirements of 330-9.1.2 at the roadway. The target mixing temperature shall be established at 320°F for mixtures utilizing ARB-12 asphalt binder. For mixtures utilizing PG -76-22 asphalt binder, the target mixing temperature shall be established by the Contractor. The target mixing temperature may be reduced when using warm mix technology.

**337-7.4 Compaction of FC-5:** Provide two, static steel-wheeled rollers, with an effective compactive weight in the range of 135 to 200 PLI, determined as follows:

$$PLI = \frac{\text{Total Weight of Roller (pounds)}}{\text{Total Width of Drums (inches)}}$$

(Any variation of this equipment requirement must be approved by the Engineer.) Establish an appropriate rolling pattern for the pavement in order to effectively seat the mixture without crushing the aggregate. In the event that the roller begins to crush the aggregate, reduce the number of coverages or the PLI of the rollers. If the rollers continue to crush the aggregate, use a tandem steel-wheel roller weighing not more than 135 lb. *per linear inch* (PLI) of drum width.

#### 337-7.5 Temperature Requirements for FC-9.5 and FC-12.5:

**337-7.5.1 Air Temperature at Laydown:** Spread the mixture only when the air temperature (the temperature in the shade away from artificial heat) is at or above 45°F. The minimum ambient temperature may be reduced by 5°F when using warm mix technology, if agreed to by both the Engineer and the Contractor.

**337-7.5.2 Temperature of the Mix:** Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 330-6.3. Meet all requirements of 330-9.1.2 at the roadway.

**337-7.6 Prevention of Adhesion:** To minimize adhesion to the drum during the rolling operations, the Contractor may add a small amount of liquid detergent to the water in the roller.

At intersections and in other areas where the pavement may be subjected to cross-

traffic before it has cooled, spray the approaches with water to wet the tires of the approaching vehicles before they cross the pavement.

**337-7.7 Transportation Requirements of Friction Course Mixtures:** Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-5.4.

**337-7.8 Asphalt Rubber Binder Requirements:** Meet the requirements of Section 336 Asphalt Rubber Binder, particularly noting testing and action requirements to be met at the project site.

### 337-8 Thickness of Friction Courses.

**337-8.1 FC-12.5 and FC-9.5:** The thickness of the friction course layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate as defined in 334-1.4.

Plan quantities are based on a  $G_{mm}$  of 2.540, corresponding to a spread rate of 110 lbs. *per square yard per inch*<sup>2</sup>/*in.* Pay quantities will be based on the actual maximum specific gravity of the mix being used.

**337-8.2 FC-5:** The total thickness of the FC-5 layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate based on the combined aggregate bulk specific gravity of the asphalt mix being used as shown in the following equation:

$$\text{Spread rate (lbs. per square yard)}^2 = t \times G_{sb} \times 40.5$$

Where:  $t$  = Thickness (in.) (Plan thickness)

$G_{sb}$  = Combined aggregate bulk specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-2.2.

Plan quantities are based on a  $G_{sb}$  of 2.635, corresponding to a spread rate of 80 lbs. *per square yards*<sup>2</sup>/*yd*<sup>2</sup>. Pay quantities will be based on the actual combined aggregate bulk specific gravity ( $G_{sb}$ ) of the mix being used.

### 337-9 Special Equipment Requirements for FC-5.

**337-9.1 Fiber Supply System:** Use a separate feed system to accurately proportion the required quantity of mineral fibers into the mixture in such a manner that uniform distribution is obtained. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes. Control the proportion of fibers to within plus or minus 10% of the amount of fibers required. Provide flow indicators or sensing devices for the fiber system, interlocked with plant controls so that the mixture production will be interrupted if introduction of the fiber fails.

When a batch plant is used, add the fiber to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by 8 to 12 seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the pugmill. Ensure that the fibers are uniformly distributed prior to the addition of asphalt rubber into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the fiber with the aggregate prior to the addition of the asphalt rubber. Add the fiber in such a manner that it will not become entrained in the exhaust system of the drier or plant.

**337-9.2 Hydrated Lime Supply System:** For FC-5 mixes containing granite, use a separate feed system to accurately proportion the required quantity of hydrated lime into the mixture in such a manner that uniform coating of the aggregate is obtained prior to the addition of the asphalt rubber. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes and to ensure that all mixture produced is properly treated with hydrated lime. Control the proportion of hydrated lime to within plus or minus 10% of the amount of hydrated lime required. Provide and interlock flow indicators or sensing devices for the hydrated lime system with plant controls so that the mixture production will be interrupted if introduction of the hydrated lime fails. The addition of the hydrated lime to the aggregate may be accomplished by Method (A) or (B) as follows:

**337-9.2.1 Method (A) - Dry Form:** Add hydrated lime in a dry form to the mixture according to the type of asphalt plant being used.

When a batch plant is used, add the hydrated lime to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by eight to twelve seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the pugmill. Uniformly distribute the hydrated lime prior to the addition of asphalt rubber into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the hydrated lime to the aggregate prior to the addition of the asphalt rubber. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant.

**337-9.2.2 Method (B) - Hydrated Lime/Water Slurry:** Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in concentrations as directed by the Engineer. Use a plant equipped to blend and maintain the hydrated lime in suspension and to mix it with the aggregates uniformly in the proportions specified.

**337-9.3 Hydrated Lime Pretreatment:** For FC-5 mixes containing granite, as an alternative to 337-9.2, pretreat the aggregate with hydrated lime prior to incorporating the aggregate into the mixture. Use a feed system to accurately proportion the aggregate and required quantity of hydrated lime, and mix them in such a manner that uniform coating of the aggregate is obtained. Control the proportion of hydrated lime to within *plus or minus*  $\pm$  10% of the amount required. Aggregate pretreated with hydrated lime in this manner shall be incorporated into the asphalt mixture within 45 days of pretreatment.

**337-9.3.1 Hydrated Lime Pretreatment Methods:** Pretreat the aggregate using one of the following two methods:

Pretreatment Method A – Dry Form: Add the required quantity of hydrated lime in a dry form to the aggregate. Assure that the aggregate at the time of pretreatment contains a minimum of 3% moisture over saturated surface dry (SSD) conditions. Utilize equipment to accurately proportion the aggregate and hydrated lime and mix them in such a manner as to provide a uniform coating.

Pretreatment Method B – Hydrated Lime/Water Slurry: Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in a concentration to provide effective treatment. Use equipment to blend and maintain the hydrated lime in suspension, to

accurately proportion the aggregate and hydrated lime/water slurry, and to mix them to provide a uniform coating.

**337-9.3.2 Blending Quality Control Records:** Maintain adequate Quality Control records for the Engineer's review for all pretreatment activities. Include as a minimum the following information (for each batch or day's run of pretreatment): pretreatment date, aggregate certification information, certified test results for the hydrated lime, aggregate moisture content prior to blending, as-blended quantities of aggregate and hydrated lime, project number, customer name, and shipping date.

**337-9.3.3 Certification:** In addition to the aggregate certification, provide a certification with each load of material delivered to the HMA plant, that the material has been pretreated in conformance with these specifications. Include also the date the material was pretreated.

### **337-10 Failing Material.**

~~For Option 1 Mixture Acceptance, m~~ Meet the requirements of 334-5.1-9. For FC-5, use the Master Production Range defined in Table -337-2 in lieu of Table -334-5.

### **337-11 Method of Measurement.**

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, limited to a maximum of 105% of the spread rate determined in accordance with 337-8 or as set by the Engineer. The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.

The bid price for the asphalt mix will include the cost of the asphalt binder (asphalt rubber (or polymer), asphalt cement, ground tire rubber, anti-stripping agent, blending and handling) and the tack coat application as directed in 300-8, as well as fiber stabilizing additive and hydrated lime (if required). There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. The weight will be determined as provided in 320-2 (including the provisions for the automatic recordation system).

Prepare a Certification of Quantities, using the Department's current approved form, for the certified asphalt concrete friction course pay item. Submit this certification to the Engineer no later than Twelve O'clock noon Monday after the estimate cut-off or as directed by the Engineer, based on the quantity of asphalt produced and accepted on the roadway per Contract. The certification must include the Contract Number, FPID Number, Certification Number, Certification Date, period represented by Certification and the tons produced for each asphalt pay item.

### **337-12 Basis of Payment.**

**337-12.1 General:** Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

~~For Option 1 Material Acceptance, b~~ Based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for individual quality characteristics. The pay adjustment will be computed by multiplying a Composite Pay Factor for the LOT by the bid price per ton. Perform all calculations with the Department's Asphalt Plant - Pay Factor Worksheets (Form No. 675-030-22).

**337-12.2 FC-9.5 and FC-12.5:** For Option 1 Material Acceptance, ~~m~~Meet the requirements of 334-8. For Option 2 Material Acceptance, meet the requirements of 334-5.2.

**337-12.3 FC-5:** For Option 1 Material Acceptance, ~~m~~Meet the requirements of 334-8 with the following exceptions:

1. Pay factors will be calculated for asphalt binder content and the percentages passing the 3/8 inch, the No. 4, and the No. 8 sieves only.

2. Table 337-4 replaces Table 334-8. *The Small Quantity Pay Table for FC-5 Mixtures replaces the Small Quantity Pay Table for Dense Graded Mixtures in the Department's Asphalt Plant - Pay Factor Worksheets (Form No. 675-030-22).*

3. Table -337-5-3 replaces Table -334-97.

4. The Composite Pay Factor equation in 334-8.3 is replaced with the following:

$$\text{CPF} = [(0.20 \times \text{PF } 3/8 \text{ inch}) + (0.30 \times \text{PF No. 4}) + (0.10 \times \text{PF No. 8}) + (0.40 \times \text{PF AC})]$$

For Option 2 Material Acceptance, meet the requirements of 337-6.2.2.

Table 337-4 Small Quantity Pay Table for FC 5		
Pay Factor	1-Test Deviation	2-Test Average Deviation
Asphalt Binder Content (%)		
1.00	0.00-0.50	0.00-0.35
0.90	0.51-0.60	0.36-0.42
0.80	>0.60	>0.42
3/8 inch Sieve (%)		
1.00	0.00-6.50	0.00-4.60
0.90	6.51-7.50	4.61-5.30
0.80	>7.50	>5.30
No. 4 Sieve (%)		
1.00	0.00-5.00	0.00-3.54
0.90	5.01-6.00	3.55-4.24
0.80	>6.00	>4.24
No. 8 Sieve (%)		
1.00	0.00-3.00	0.00-2.12
0.90	3.01-3.50	2.13-2.47
0.80	>3.50	>2.47

Table -337-53 Specification Limits for FC-5	
Quality Characteristic	Specification Limits
Asphalt Binder Content (%)	Target $\pm$ 0.45
Passing 3/8 inch sieve (%)	Target $\pm$ 6.00
Passing No. 4 sieve (%)	Target $\pm$ 4.50
Passing No. 8 sieve (%)	Target $\pm$ 2.50

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All Jobs

**337-12.4 Payment:** Payment will be made under:

Item No. 337- 7- Asphaltic Concrete Friction Course - per ton.

Implementation team member:

Usage Note:

Notes: